

## Prices and Prospects.

### BETTER COKE SUPPLY ENABLES BANKED FURNACES TO RESUME

Prices Still Hold to High Levels,  
Spot Furnace Selling  
at \$18.

#### \$15 NEW FOUNDRY MARK

Demand for This Grade Has Assumed  
Large Proportions and is Increasing.  
Consumers Have Been Making  
Contracts Before Movement Began

Special to The Weekly Courier  
PITTSBURGH Feb. 28.—This week brings news that the apparent blast furnaces resuming while at the same time spot furnace coke prices have equalled the previous record while spot foundry coke made a new high record at \$15. The explanation appears to be that the better supply of coke at blast furnaces were due to a great deal of coke that was in transit reaching destination supplemented by material larger shipments made during the week. Last week opened excellent as to car supplies but closed very poor and the holiday Thursday made some trouble besides.

Six United States Steel Corporation furnaces in the Chicago district are ranked together with four of the five tanks at Lorain and one Carnegie tank there being 12 Carnegie furnaces out of blast entirely some on account of lack of coke. About a dozen Carnegie furnaces that were ranked have resumed. Apparently the merchant ovens are doing as well as the steel works ovens in shipping coke.

One of the Josephs & Sons as well as Scituate furnace both owned by Scituate & Sons, Company, are leveled were scheduled to blow in week before last, after relining but they are still out of blast it has been impossible to secure coke. It is understood that part of the coke required is under contract.

Monday opened with very high prices for spot coke. There was one of spot furnace sold at \$12 unobtainable the minimum for the day. As high as \$13 was reported as sold. It is authenticated that \$15 was paid by consumers for spot foundry coke a new high record on this movement. Fancy prices for foundry coke are no longer a premium for box cars as scarcely any spot foundry coke is shipped in box cars the supplies being insufficient to load all the contract coke. The demand for spot foundry coke has been increasing since the first of the year and is now unusually large proportions this being due to the fact that a number of consumers who usually make contracts are unprovided with contracts. They are among those who thought at April \$3.00 was a high price for a contract and bought only for six months. In The Courier of March 30, 1916 it was reported that contracting foundry coke had started with a high price of \$3.50 being established in order to no question. Operators have buyers choice at the same figure six months or twelve month contracts beginning July 1. Those who expected to buy for six months only are quite unwilling to contract for a first half of this year at this much higher prices ruling late in the old at up to \$8.50 so that now they are regular buyers in the spot market.

Monday marked the highest price for spot coke and yesterday and today a market was seen to cents to a dollar a ton low with indications for a future very uncertain. There are contract prices and prices last on contract prices are named as the annual market.

Contract furnace nominal \$6.00  
Contract foundry nominal \$6.00  
Contract foundry nominal \$6.00

The United States Steel Corporation has been buying spot coke for a long time and this week it has started several plants that were idle from lack of coke. The United States Steel Corporation's withdrawal of spot coke from the market is a move that will have a great effect on the market. The withdrawal of spot coke from the market is a move that will have a great effect on the market. The withdrawal of spot coke from the market is a move that will have a great effect on the market.

These prices are for the following: Spot coke, \$15.00; Foundry coke, \$15.00; Steel coke, \$15.00. These prices are for the following: Spot coke, \$15.00; Foundry coke, \$15.00; Steel coke, \$15.00. These prices are for the following: Spot coke, \$15.00; Foundry coke, \$15.00; Steel coke, \$15.00.

#### COKE FREIGHT RATES

The freight rates on coke from the Connellsville district which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the lower Connellsville region (often called the Klondike and sometimes the Massena district) to principal points of shipment are as follows: per net ton of 2,000 pounds.

Destination	Rate
Baltimore	\$1.80
Buffalo	1.85
Canton	1.40
Chicago	2.50
Cleveland	1.60
Columbus	1.50
Detroit	2.10
E. St. Louis	2.50
Eric	1.65
Harrisburg	1.70
Joliet	2.50
Louisville	2.50
Minneapolis	2.50
New York	2.50
Philadelphia	2.50
Pittsburgh	2.50
Port Henry N. Y.	2.50
Pottsville	1.85
Richmond	2.50
Richmond Va.	2.50
South Bethlehem	2.50
Swedesboro Pa.	2.50
Wilmington	2.50
Wilmington	2.50
Wilmington	2.50

### STOCKS PILE UP AT STEEL MILLS

Improvements in Traffic Conditions  
Being Spied and Not Permanent  
Market is Very Quiet.

Special to The Weekly Courier  
NEW YORK Feb. 28.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

The improvement in traffic conditions is only in spots and where improvement has been observed there is no assurance of its being permanent. Although production was at a restricted rate last week the shipments of steel fell short of the production and a further addition was made to the already uncomfortable stocks of steel at mills. With slightly better car supplies this week most of the mills hope to make an even break between production and shipments.

The United States Steel Corporation this week started the Upper and Lower mills at Youngstown and part of the Lorain pipe mill all three plants having been down last week for lack of coal. While the thawing of the Monongahela river permitted resumption at Pittsburgh plants that were idle for lack of coal.

Receipts of coke at blast furnaces have been better the past week chiefly through more coke in transit reaching destination. Four of the five Lorain stacks are still banked as well as six of the Steel Corporation's furnaces in the Chicago district but the Carnegie Steel Company has resumed operations at about a dozen banked furnaces now having one furnace banked and 12 out of blast of its 59 furnaces.

The finished steel market is on the whole very quiet but a great deal of routine business is being put on the books. Two prospective ship yards have appeared in the plate market one at Superior Wis and one at Staten Island.

Pig iron prices are advancing irregularly. The northern market is one of prompt deliveries there being no interest in second half deliveries. Offerings of southern iron are lighter. One southern producer is reported to have advanced from \$25 to \$30 B. M.ingham.

#### TO LIMIT TRAINS

Propose 10 Cars for Passenger Trains  
and Half Mile for Freight.

The railroad brotherhoods have drafted two bills designed to limit the length of trains which are to be introduced in the Legislature this week. One limits the length of freight trains to half a mile and the length of passenger trains to 10 steel cars while the other proposes the removal of all obstructions structural or whatever within three feet from the outside line of locomotives or cars in use on any railroad track in the commonwealth. Similar bills to affect interstate railroads are now before the Federal Congress.

The train limit bill would not affect the full crew law now on the statute books.

#### 50,000,000 TONS

Of Coal Consumed in Pittsburgh District During 1916, Is Estimated.

It is estimated that the railroads, industries and other consumers in the Pittsburgh district have used of 50,000 tons of coal during the past year. This represents an increase of more than 1,000,000 tons over the preceding year. The consumption in 1916 is expected to be even greater.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION.	WEEK ENDING FEB. 24, 1917.				WEEK ENDING FEB. 17, 1917.			
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	20,479	18,966	1,514	188,706	20,474	18,906	1,568	182,771
Lower Connellsville	37,44	18,045	1,600	164,725	17,64	16,047	1,599	148,889
Totals	57,924	37,011	3,114	353,431	38,118	34,953	3,167	331,660

FURNACE OVENS	WEEK ENDING FEB. 24, 1917.				WEEK ENDING FEB. 17, 1917.			
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	16,954	15,798	1,156	156,736	16,984	15,798	1,156	156,071
Lower Connellsville	20,479	18,966	1,514	188,706	20,474	18,906	1,568	182,771
Totals	37,433	34,764	2,670	345,442	37,458	34,704	2,724	338,842

MERCHAND OVENS	WEEK ENDING FEB. 24, 1917.				WEEK ENDING FEB. 17, 1917.			
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	1,466	1,167	295	11,930	1,490	1,108	292	12,700
Lower Connellsville	11,919	10,878	1,041	110,320	11,919	10,878	1,041	110,320
Totals	13,385	12,045	1,336	122,250	13,409	12,045	1,336	123,020

SHIPMENTS.	WEEK ENDING FEB. 24, 1917.				WEEK ENDING FEB. 17, 1917.			
	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
To Pittsburgh	3,368	11,900	3,801	12,801	3,368	11,900	3,801	12,801
To West of Pittsburgh	1,919	18,045	1,919	18,045	1,919	18,045	1,919	18,045
To East of Pittsburgh	1,641	18,045	1,641	18,045	1,641	18,045	1,641	18,045
Totals	6,928	47,990	7,361	48,891	6,928	47,990	7,361	48,891

### FULL PROVISIONS OF DAVIS BILL TO LAY A TAX ON COAL

Would Make Mine Managers  
Recorders of Weights  
and Assessors.

#### ALLOWED A COMMISSION

One Half of Tax to Provide a Road  
Building Fund and the Other Half to Be  
Distributed to the Cities, Boroughs  
and Townships According to Size.

While there is little likelihood that the Davis bill proposing to lay a tax of 2½¢ on all coal mined in the state will be satisfactory to the coal mining interests of the state either by itself or by amendment, the measure is being watched with much interest and its progress is being closely watched.

According to the provisions of the bill it is the duty of the superintendent or other officer or persons in charge of a mine to assess daily the number of tons of coal prepared for shipment and make within report under oath to the auditor general on or before the first of January in each year for the year preceding giving the number of gross tons and the assessed value. The superintendent or other officer making the monthly and annual reports of tonnage and assessments shall be entitled to receive a compensation for the service imposed upon him 1 per cent of the amount of the tax collected which sum shall be paid upon the warrant of the auditor general or the superintendent or other officer or person in charge of a mine shall fail or refuse to assess the tax or to make monthly and annual reports as provided the auditor general is authorized to appoint some person to go upon the ground and to assess from time to time coal made taxable by the act who shall make report to him of the same. The auditor general may require the production of such books, papers etc. for the ascertainment valuation assessment and settlement of the tax as now provided by law and may make an estimated settlement of the said tax either with or without the production of said books, papers and reports.

For every failure to assess said tax and to make report as required the auditor general shall disallow the compensation for said tax when settled as a penalty for such assessment and shall add 10 per centum for such failure. If any superintendent, officer or other person in charge of a mine shall fail to assess the tax or if any person in charge of a mine shall fail to make report as required the auditor general is authorized to appoint some person to go upon the ground and to assess from time to time coal made taxable by the act who shall make report to him of the same. The auditor general may require the production of such books, papers etc. for the ascertainment valuation assessment and settlement of the tax as now provided by law and may make an estimated settlement of the said tax either with or without the production of said books, papers and reports.

The tax hereby authorized shall be kept by the owner of the coal at the time the same is assessed as hereinbefore provided and shall be settled, collected and paid as now or hereafter provided by law for the settlement and collection of taxes on the capital stock of corporations now or hereafter provided by law.

Fifty per centum of the monies collected from time to time from the tax collected is permanently dedicated to the construction, maintenance, improvement and repairs of the state highways and shall be kept in a special fund for such purposes in the state treasury separate and apart from the general revenues of the commonwealth.

The state treasurer shall on the first business day of each month make a report to the state highway commissioner of the monies in said fund available for the use of the state highway department and the state treasurer.

### MORE AND BETTER HEADWAY IS MADE IN NORTHERN END

Towards a Return to Average  
Production and Shipment  
of Coke.

#### GAIN OF 4,500 TONS MADE

In Two Weeks Which Brings Total for  
Year the Average Eastern  
Shipments Last in Account of a Box  
Car Shortage. Milder Weather Helps.

The Upper Connellsville and G. & G. Connellsville districts made more headway in the movement of coke toward a return to average production and shipment than they did the previous week or any other week of the present month. During the last two weeks they have made a total gain of 4,500 tons in the movement of coke toward a return to average production and shipment than they did the previous week or any other week of the present month.

### SLAG MUST BE HAULED FREE

Public Service Commission Gives a  
Decision on a Question Long in  
Dispute in Pittsburgh District.

A decision of vast importance to all the steel industries and railroads of the Pittsburgh district was rendered by the Pennsylvania Public Service Commission on Monday when it denied the right of the railroads to charge the steel manufacturers 20 cents a ton for the transportation of slag. It deprives the railroads of an annual income of between one and a half and two million dollars. All the roads in the Pittsburgh district and the Shenango Valley excepting the Erie are directly affected.

For 10 years the odds carrying iron ore and limestone to the plants removed the slag without charge. Two years ago they announced a rate of 20 cents a ton. The manufacturers short of afterward appealed to the Public Service Commission.

They contended that for years there had been a tacit agreement between themselves and the railroads providing one rate for the raw materials and another for the slag. This contention is sustained by the commission in its decision arrived at Monday afternoon.

### COMPANY LIABLE

Membership in Beneficial Order Does  
Not Release Compensation Claim.

The Workmen's Compensation Board has approved the decision in the case of Joe Reolen of Seneca against the Allegheny River Mining Company of K. & F. Reolen was allowed \$75 for medical expenses to cover an injury.

The company claimed this an error inasmuch as the claimant belonged to a beneficial society organized among the company employees providing funds for payment of expenses in case of sickness. The board did not concur in this saying the company is not exempt.

The findings of the referee were affirmed and he appeal dismissed.

### WILL JUDICIAL COUNTY COAL

Grant M. Ingle superintendent of the Gracon Coal Company, Gracon, Indiana, county and formerly of the Connellsville case region, company of J. R. Daugherty and Robert E. Young of Indiana and B. P. Clark of Pennsylvania have purchased 1,000 acres of coal land in White and Cherryhill townships Indiana county for \$30,000.

New Operation  
J. B. Wyatt of Brownsville will open a coal mine near Republic.

## Production and Output.

### COKE TRADE MAKES BIG STRIDE TOWARD RECOVERY OF NORMAL

#### COKE TRADE SUMMARY

The coke trade demonstrated last week that with the prevalence of fair weather it can make rapid strides toward a recovery to normal conditions provided of course the traffic situation does not impose a burdensome handicap. Proof of this was furnished last week when shipments jumped from 70,000 to 80,000 tons a gain of 10,000 tons during six shipping days, and approaching within 1,000 tons the total of the first week in January which holds the record of the year to date.

The receipt of better coke supplies enabled a number of the business firms to resume operations during the week. North of standing, the first of the week of coke prices fell on well spot for coke at \$13.00 and \$14.00 and \$15.00 and \$16.00 and \$17.00 and \$18.00 and \$19.00 and \$20.00 and \$21.00 and \$22.00 and \$23.00 and \$24.00 and \$25.00 and \$26.00 and \$27.00 and \$28.00 and \$29.00 and \$30.00 and \$31.00 and \$32.00 and \$33.00 and \$34.00 and \$35.00 and \$36.00 and \$37.00 and \$38.00 and \$39.00 and \$40.00 and \$41.00 and \$42.00 and \$43.00 and \$44.00 and \$45.00 and \$46.00 and \$47.00 and \$48.00 and \$49.00 and \$50.00 and \$51.00 and \$52.00 and \$53.00 and \$54.00 and \$55.00 and \$56.00 and \$57.00 and \$58.00 and \$59.00 and \$60.00 and \$61.00 and \$62.00 and \$63.00 and \$64.00 and \$65.00 and \$66.00 and \$67.00 and \$68.00 and \$69.00 and \$70.00 and \$71.00 and \$72.00 and \$73.00 and \$74.00 and \$75.00 and \$76.00 and \$77.00 and \$78.00 and \$79.00 and \$80.00 and \$81.00 and \$82.00 and \$83.00 and \$84.00 and \$85.00 and \$86.00 and \$87.00 and \$88.00 and \$89.00 and \$90.00 and \$91.00 and \$92.00 and \$93.00 and \$94.00 and \$95.00 and \$96.00 and \$97.00 and \$98.00 and \$99.00 and \$100.00 and \$101.00 and \$102.00 and \$103.00 and \$104.00 and \$105.00 and \$106.00 and \$107.00 and \$108.00 and \$109.00 and \$110.00 and \$111.00 and \$112.00 and \$113.00 and \$114.00 and \$115.00 and \$116.00 and \$117.00 and \$118.00 and \$119.00 and \$120.00 and \$121.00 and \$122.00 and \$123.00 and \$124.00 and \$125.00 and \$126.00 and \$127.00 and \$128.00 and \$129.00 and \$130.00 and \$131.00 and \$132.00 and \$133.00 and \$134.00 and \$135.00 and \$136.00 and \$137.00 and \$138.00 and \$139.00 and \$140.00 and \$141.00 and \$142.00 and \$143.00 and \$144.00 and \$145.00 and \$146.00 and \$147.00 and \$148.00 and \$149.00 and \$150.00 and \$151.00 and \$152.00 and \$153.00 and \$154.00 and \$155.00 and \$156.00 and \$157.00 and \$158.00 and \$159.00 and \$160.00 and \$161.00 and \$162.00 and \$163.00 and \$164.00 and \$165.00 and \$166.00 and \$167.00 and \$168.00 and \$169.00 and \$170.00 and \$171.00 and \$172.00 and \$173.00 and \$174.00 and \$175.00 and \$176.00 and \$177.00 and \$178.00 and \$179.00 and \$180.00 and \$181.00 and \$182.00 and \$183.00 and \$184.00 and \$185.00 and \$186.00 and \$187.00 and \$188.00 and \$189.00 and \$190.00 and \$191.00 and \$192.00 and \$193.00 and \$194.00 and \$195.00 and \$196.00 and \$197.00 and \$198.00 and \$199.00 and \$200.00 and \$201.00 and \$202.00 and \$203.00 and \$204.00 and \$205.00 and \$206.00 and \$207.00 and \$208.00 and \$209.00 and \$210.00 and \$211.00 and \$212.00 and \$213.00 and \$214.00 and \$215.00 and \$216.00 and \$217.00 and \$218.00 and \$219.00 and \$220.00 and \$221.00 and \$222.00 and \$223.00 and \$224.00 and \$225.00 and \$226.00 and \$227.00 and \$228.00 and \$229.00 and \$230.00 and \$231.00 and \$232.00 and \$233.00 and \$234.00 and \$235.00 and \$236.00 and \$237.00 and \$238.00 and \$239.00 and \$240.00 and \$241.00 and \$242.00 and \$243.00 and \$244.00 and \$245.00 and \$246.00 and \$247.00 and \$248.00 and \$249.00 and \$250.00 and \$251.00 and \$252.00 and \$253.00 and \$254.00 and \$255.00 and \$256.00 and \$257.00 and \$258.00 and \$259.00 and \$260.00 and \$261.00 and \$262.00 and \$263.00 and \$264.00 and \$265.00 and \$266.00 and \$267.00 and \$268.00 and \$269.00 and \$270.00 and \$271.00 and \$272.00 and \$273.00 and \$274.00 and \$275.00 and \$276.00 and \$277.00 and \$278.00 and \$279.00 and \$280.00 and \$281.00 and \$282.00 and \$283.00 and \$284.00 and \$285.00 and \$286.00 and \$287.00 and \$288.00 and \$289.00 and \$290.00 and \$291.00 and \$292.00 and \$293.00 and \$294.00 and \$295.00 and \$296.00 and \$297.00 and \$298.00 and \$299.00 and \$300.00 and \$301.00 and \$302.00 and \$303.00 and \$304.00 and \$305.00 and \$306.00 and \$307.00 and \$308.00 and \$309.00 and \$310.00 and \$311.00 and \$312.00 and \$313.00 and \$314.00 and \$315.00 and \$316.00 and \$317.00 and \$318.00 and \$319.00 and \$320.00 and \$321.00 and \$322.00 and \$323.00 and \$324.00 and \$325.00 and \$326.00 and \$327.00 and \$328.00 and \$329.00 and \$330.00 and \$331.00 and \$332.00 and \$333.00 and \$334.00 and \$335.00 and \$336.00 and \$337.00 and \$338.00 and \$339.00 and \$340.00 and \$341.00 and \$342.00 and \$343.00 and \$344.00 and \$345.00 and \$346.00 and \$347.00 and \$348.00 and \$349.00 and \$350.00 and \$351.00 and \$352.00 and \$353.00 and \$354.00 and \$355.00 and \$356.00 and \$357.00 and \$358.00 and \$359.00 and \$360.00 and \$361.00 and \$362.00 and \$363.00 and \$364.00 and \$365.00 and \$366.00 and \$367.00 and \$368.00 and \$369.00 and \$370.00 and \$371.00 and \$372.00 and \$373.00 and \$374.00 and \$375.00 and \$376.00 and \$377.00 and \$378.00 and \$379.00 and \$380.00 and \$381.00 and \$382.00 and \$383.00 and \$384.00 and \$385.00 and \$386.00 and \$387.00 and \$388.00 and \$389.00 and \$390.00 and \$391.00 and \$392.00 and \$393.00 and \$394.00 and \$395.00 and \$396.00 and \$397.00 and \$398.00 and \$399.00 and \$400.00 and \$401.00 and \$402.00 and \$403.00 and \$404.00 and \$405.00 and \$406.00 and \$407.00 and \$408.00 and \$409.00 and \$410.00 and \$411.00 and \$412.00 and \$413.00 and \$414.00 and \$415.00 and \$416.00 and \$417.00 and \$418.00 and \$419.00 and \$420.00 and \$421.00 and \$422.00 and \$423.00 and \$424.00 and \$425.00 and \$426.00 and \$427.00 and \$428.00 and \$429.00 and \$430.00 and \$431.00 and \$432.00 and \$433.00 and \$434.00 and \$435.00 and \$436.00 and \$437.00 and \$438.00 and \$439.00 and \$440.00 and \$441.00 and \$442.00 and \$443.00 and \$444.00 and \$445.00 and \$446.00 and \$447.00 and \$448.00 and \$449.00 and \$450.00 and \$451.00 and \$452.00 and \$453.00 and \$454.00 and \$455.00 and \$456.00 and \$457.00 and \$458.00 and \$459.00 and \$460.00 and \$461.00 and \$462.00 and \$463.00 and \$464.00 and \$465.00 and \$466.00 and \$467.00 and \$468.00 and \$469.00 and \$470.00 and \$471.00 and \$472.00 and \$473.00 and \$474.00 and \$475.00 and \$476.00 and \$477.00 and \$478.00 and \$479.00 and \$480.00 and \$481.00 and \$482.00 and \$483.00 and \$484.00 and \$485.00 and \$486.00 and \$487.00 and \$488.00 and \$489.00 and \$490.00 and \$491.00 and \$492.00 and \$493.00 and \$494.00 and \$495.00 and \$496.00 and \$497.00 and \$498.00 and \$499.00 and \$500.00 and \$501.00 and \$502.00 and \$503.00 and \$504.00 and \$505.00 and \$506.00 and \$507.00 and \$508.00 and \$509.00 and \$510.00 and \$511.00 and \$512.00 and \$513.00 and \$514.00 and \$515.00 and \$516.00 and \$517.00 and \$518.00 and \$519.00 and \$520.00 and \$521.00 and \$522.00 and \$523.00 and \$524.00 and \$525.00 and \$526.00 and \$527.00 and \$528.00 and \$529.00 and \$530.00 and \$531.00 and \$532.00 and \$533.00 and \$534.00 and \$535.00 and \$536.00 and \$537.00 and \$538.00 and \$539.00 and \$540.00 and \$541.00 and \$542.00 and \$543.00 and \$544.00 and \$545.00 and \$546.00 and \$547.00 and \$548.00 and \$549.00 and

## SECOND DISTRICT SHOWED BIG GAINS IN PRODUCTION

The Coal Output Increased  
183,983 Tons and Coke  
326,498 Tons.

## FIFTEEN FATAL ACCIDENTS

Or One for Every 524,081 Tons of Coal  
Mined; Resulting in 8 Widows and  
16 Orphans; 36 Out of 57 Mines and  
3811 Ovens Out of 5,037 in Operation

The annual report of Cassius B. Ross, of Latrobe, inspector of the Second district shows that during the year 1916, 7,863,219 tons of coal and 2,344,906 tons of coke were produced in the Second district. Compared with the figures of 1915 there were 183,983 more tons of coal produced and 326,498 more of coke than were produced in 1915.

Of the 57 mines in the district 56 were in operation during the year. Six new mines were opened and one old mine abandoned. There was a total decrease of 702 in the number of persons employed, there being 4,428, or 586 less inside, and 1,985, or 116 less outside. There were 4,415,359 tons of coal shipped to market; 151,007 tons used at the mines for steam and heat; 54,111 tons sold to local consumers and employees; 3,630,192 tons used in making 752,234,906 tons of coke. Of the total production 5,459,308 tons were produced by pick mining; 584,288 tons by compressed air machines and 815,623 tons by electric machines.

There were 14 fatal accidents and one outside. The production per fatal accident inside was 561,516 tons; per fatal accident outside, 7,861,219 tons; per fatal accident inside and outside, 524,081 tons. There were 316 inside employees per fatal accident inside and 427 per fatal accident inside and outside. Eight wives were made widows and 16 children made orphans. There are 5,037 coke ovens in the district of which 3,811 were in operation during the year.

The Jamison Coal & Coke Company was the largest producer of coal. The production of coal by companies was as follows:

Jamison Coal & Coke Co.	1,323,229
Latrobe-Connelville Coal & Coke Co.	800,256
Hostetter-Connelville Coal & Coke Co.	757,515
Keystone Coal & Coke Co.	715,533
H. C. Frick Coke Co.	523,640
New Alexandria Coke Co.	425,051
The Shenango Furnace Co.	406,244
Atlantic Crushed Coke Co.	253,045
Westmoreland-Connelville Coal & Coke Co.	253,045
Latrobe Coal Co.	253,045
Donohoe Coal Co.	196,537
Greensburg-Connelville Coal & Coke Co.	181,368
Loyalhanna Coal & Coke Co.	185,434
Lebanon District Coal & Coke Co.	185,434
Mount Pleasant Coke Co.	185,434
Saxman Coal & Coke Co.	185,434
Swantonville Coal & Coke Co.	185,434
Saint Clair Coal Co.	111,274
E. A. Humphries Coal & Coke Co.	82,550
Whitely Coal Co.	84,179
Unity-Connelville Coke Co.	59,327
Unity Coal Co.	58,711
Connellsville Coke & Fuel Co.	47,290
Martinsburg-Connelville Coke Co.	45,523
Ramsey Coal Co., Inc.	50,671
South Ligonier Coal Co.	32,916
Westmoreland Coal & Coke Co.	28,210
South Fayette Coke Co.	28,210
A. H. Pollins	14,558
Peters Paper Co.	3,254
Total	7,863,219
Production for the year 1915	7,679,236
Increase over 1915	183,983

The Hostetter-Connelville Coal & Coke Company was the largest producer of coke as shown by the following:

Hostetter-Connelville Coal & Coke Co.	695,864
Jamison Coal & Coke Co.	578,780
H. C. Frick Coke Co.	371,106
Keystone Coal & Coke Co.	221,165
Latrobe-Connelville Coal & Coke Co.	203,725
Mount Pleasant Coke Co.	117,355
Westmoreland-Connelville Coal & Coke Co.	117,355
Donohoe Coal Co.	105,708
Latrobe Coal Co.	61,504
Unity-Connelville Coke Co.	47,282
Whitely Coal Co.	47,282
E. A. Humphries Coal & Coke Co.	38,551
Greensburg-Connelville Coal & Coke Co.	37,234
Shenango Furnace Co.	32,671
Atlantic Crushed Coke Co.	32,521
Connellsville Coke & Fuel Co.	29,000
South Fayette Coke Co.	21,156
Total	2,344,906
Production for 1915	2,018,408
Increase over 1915	326,498

Canadian Coal Production Decreases.  
The coal production in British Columbia has decreased each year since 1910, the output for 1915 being 1,078,131 long tons less than in 1910.

## HEAVY OUTPUT OF COAL SHOWN

By the Annual Reports of Inspectors  
in All of the Bituminous Dis-  
tricts of the State.

The Vesta Coal Company produced the greatest tonnage of coal in the Twenty-first bituminous district, according to Inspector Charles P. Byrnes of Charleston. The total production in the district was 6,695,094 tons. The Vesta Coal Company produced 2,910,208 tons. The Monongahela River Consolidated Coal & Coke Company produced 1,472,459. Washington county produced 6,141,575 tons and Greene 553,310. Twenty-six fatal and 76 non-fatal accidents were reported, the number of employees being 6,015. The district includes the largest coal mine in the world, with the longest tipple, Vesta No. 4, at California.

The report of Inspector P. J. Callaghan of the Twenty-sixth district, comprised of portions of Washington and Allegheny counties shows that of the 15 companies and individuals operating his district the Pittsburgh Coal Company leads with an output of 1,453,136 tons for 1916. There were only seven fatal accidents during the past year, which combine a total of 5,092 persons. The total tonnage for the district was 4,619,560, of which 2,375,259 tons were mined in Washington county. None of this was used for coke. Twenty-one of the twenty-nine mines were in operation.

The annual report of Mine Inspector Joseph Williams of Altoona, for the Tenth district shows that it produced 1,119,777 tons last year, an increase of 172,147 tons over 1915. Three new mines were opened making 50 in operation, employing 5,089 men. Twelve men were killed, six wives made widows and 13 children made orphans. One man was killed out of every 423 employed.

## TO OPEN NEW FIELD

Pennsylvania to Enter Greene and  
Part of Westmoreland.

Two great coal districts are about to be opened up by the Pennsylvania railroad. The Greene county holdings of J. V. Thompson, former Uniontown banker, and his associates, will be brought into the market by a railroad which will run up Ten-Mile Run of the Monongahela Division. A large territory of undeveloped coal in Westmoreland county also will be made accessible by an extension of the Turtle Creek Valley railroad, thus bringing Salisbury many miles nearer to Pittsburgh by an almost direct route. Even though the supreme court of the state should decide against the personal receiverships in the affairs of Mr. Thompson and thus prevent immediate future sales and render invalid the series of Thompson coal lands in Greene county, it is not doubted that some other means will be found to enable the placing of the coal lands in the hands of persons or corporations who will open mines.

## MILL CONTRACT LET

Pittsburg Concern to Build Electric  
Steel Company Building.

The contract to erect the United States Electric Steel Company's mill at Fayette has been awarded to the Thomas Moran Company of Pittsburgh, and workmen are to begin work within the next 10 days. In the meantime, Contractor John Duggan, Sr., will rush work on the concrete foundations which has been held up for over a week by the cold weather. Robert Lock of Apollo, president of the company, predicts that the mill will be ready for operation by April 1. A large part of the furnace has been unloaded and the remainder will be here within a month. By the time the furnace is ready the other equipment will be installed and the mill will be ready to start.

The Baltimore & Ohio railroad has completed its siding to the mill and the Pennsylvania is planning an extension from a point near the Keystone Tube works.

To Make Producer Gas.  
The Monongahela Valley Traction Company, Fairmont, has negotiated the sale of \$1,000,000 bonds to finance the purchase of the Stafford Coal Company's property at Baxter, W. Va., and the erection of a large fuel gas producing plant.

New Coke Company.  
The Eastern Coke Company, Pittsburgh, has been incorporated with a capital of \$5,000 by R. T. Rossell, E. C. McHugh and L. R. Martin.

## LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, Feb. 24, 1917.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS				
155	150	Acoma	W. J. Rainey	New York
152	152	Bass	W. J. Rainey	Greensburg
150	90	Boyer	W. J. Rainey	Greensburg
30	30	Brady	W. J. Rainey	Greensburg
32	32	Carroll	W. J. Rainey	Greensburg
150	150	Clare	W. J. Rainey	Greensburg
40	40	Dexter	W. J. Rainey	Greensburg
40	40	Ellen No. 1	W. J. Rainey	Greensburg
40	40	Ellen No. 2	W. J. Rainey	Greensburg
100	100	Ellen No. 3	W. J. Rainey	Greensburg
200	200	Ellen No. 4	W. J. Rainey	Greensburg
100	100	Ellen No. 5	W. J. Rainey	Greensburg
101	101	Ellen No. 6	W. J. Rainey	Greensburg
125	100	Ellen No. 7	W. J. Rainey	Greensburg
101	101	Ellen No. 8	W. J. Rainey	Greensburg
118	118	Ellen No. 9	W. J. Rainey	Greensburg
142	142	Ellen No. 10	W. J. Rainey	Greensburg
38	38	Ellen No. 11	W. J. Rainey	Greensburg
32	32	Ellen No. 12	W. J. Rainey	Greensburg
32	32	Ellen No. 13	W. J. Rainey	Greensburg
40	40	Ellen No. 14	W. J. Rainey	Greensburg
370	370	Ellen No. 15	W. J. Rainey	Greensburg
370	370	Ellen No. 16	W. J. Rainey	Greensburg
370	370	Ellen No. 17	W. J. Rainey	Greensburg
370	370	Ellen No. 18	W. J. Rainey	Greensburg
370	370	Ellen No. 19	W. J. Rainey	Greensburg
370	370	Ellen No. 20	W. J. Rainey	Greensburg
370	370	Ellen No. 21	W. J. Rainey	Greensburg
370	370	Ellen No. 22	W. J. Rainey	Greensburg
370	370	Ellen No. 23	W. J. Rainey	Greensburg
370	370	Ellen No. 24	W. J. Rainey	Greensburg
370	370	Ellen No. 25	W. J. Rainey	Greensburg
370	370	Ellen No. 26	W. J. Rainey	Greensburg
370	370	Ellen No. 27	W. J. Rainey	Greensburg
370	370	Ellen No. 28	W. J. Rainey	Greensburg
370	370	Ellen No. 29	W. J. Rainey	Greensburg
370	370	Ellen No. 30	W. J. Rainey	Greensburg
370	370	Ellen No. 31	W. J. Rainey	Greensburg
370	370	Ellen No. 32	W. J. Rainey	Greensburg
370	370	Ellen No. 33	W. J. Rainey	Greensburg
370	370	Ellen No. 34	W. J. Rainey	Greensburg
370	370	Ellen No. 35	W. J. Rainey	Greensburg
370	370	Ellen No. 36	W. J. Rainey	Greensburg
370	370	Ellen No. 37	W. J. Rainey	Greensburg
370	370	Ellen No. 38	W. J. Rainey	Greensburg
370	370	Ellen No. 39	W. J. Rainey	Greensburg
370	370	Ellen No. 40	W. J. Rainey	Greensburg
370	370	Ellen No. 41	W. J. Rainey	Greensburg
370	370	Ellen No. 42	W. J. Rainey	Greensburg
370	370	Ellen No. 43	W. J. Rainey	Greensburg
370	370	Ellen No. 44	W. J. Rainey	Greensburg
370	370	Ellen No. 45	W. J. Rainey	Greensburg
370	370	Ellen No. 46	W. J. Rainey	Greensburg
370	370	Ellen No. 47	W. J. Rainey	Greensburg
370	370	Ellen No. 48	W. J. Rainey	Greensburg
370	370	Ellen No. 49	W. J. Rainey	Greensburg
370	370	Ellen No. 50	W. J. Rainey	Greensburg
370	370	Ellen No. 51	W. J. Rainey	Greensburg
370	370	Ellen No. 52	W. J. Rainey	Greensburg
370	370	Ellen No. 53	W. J. Rainey	Greensburg
370	370	Ellen No. 54	W. J. Rainey	Greensburg
370	370	Ellen No. 55	W. J. Rainey	Greensburg
370	370	Ellen No. 56	W. J. Rainey	Greensburg
370	370	Ellen No. 57	W. J. Rainey	Greensburg
370	370	Ellen No. 58	W. J. Rainey	Greensburg
370	370	Ellen No. 59	W. J. Rainey	Greensburg
370	370	Ellen No. 60	W. J. Rainey	Greensburg
370	370	Ellen No. 61	W. J. Rainey	Greensburg
370	370	Ellen No. 62	W. J. Rainey	Greensburg
370	370	Ellen No. 63	W. J. Rainey	Greensburg
370	370	Ellen No. 64	W. J. Rainey	Greensburg
370	370	Ellen No. 65	W. J. Rainey	Greensburg
370	370	Ellen No. 66	W. J. Rainey	Greensburg
370	370	Ellen No. 67	W. J. Rainey	Greensburg
370	370	Ellen No. 68	W. J. Rainey	Greensburg
370	370	Ellen No. 69	W. J. Rainey	Greensburg
370	370	Ellen No. 70	W. J. Rainey	Greensburg
370	370	Ellen No. 71	W. J. Rainey	Greensburg
370	370	Ellen No. 72	W. J. Rainey	Greensburg
370	370	Ellen No. 73	W. J. Rainey	Greensburg
370	370	Ellen No. 74	W. J. Rainey	Greensburg
370	370	Ellen No. 75	W. J. Rainey	Greensburg
370	370	Ellen No. 76	W. J. Rainey	Greensburg
370	370	Ellen No. 77	W. J. Rainey	Greensburg
370	370	Ellen No. 78	W. J. Rainey	Greensburg
370	370	Ellen No. 79	W. J. Rainey	Greensburg
370	370	Ellen No. 80	W. J. Rainey	Greensburg
370	370	Ellen No. 81	W. J. Rainey	Greensburg
370	370	Ellen No. 82	W. J. Rainey	Greensburg
370	370	Ellen No. 83	W. J. Rainey	Greensburg
370	370	Ellen No. 84	W. J. Rainey	Greensburg
370	370	Ellen No. 85	W. J. Rainey	Greensburg
370	370	Ellen No. 86	W. J. Rainey	Greensburg
370	370	Ellen No. 87	W. J. Rainey	Greensburg
370	370	Ellen No. 88	W. J. Rainey	Greensburg
370	370	Ellen No. 89	W. J. Rainey	Greensburg
370	370	Ellen No. 90	W. J. Rainey	Greensburg
370	370	Ellen No. 91	W. J. Rainey	Greensburg
370	370	Ellen No. 92	W. J. Rainey	Greensburg
370	370	Ellen No. 93	W. J. Rainey	Greensburg
370	370	Ellen No. 94	W. J. Rainey	Greensburg
370	370	Ellen No. 95	W. J. Rainey	Greensburg
370	370	Ellen No. 96	W. J. Rainey	Greensburg
370	370	Ellen No. 97	W. J. Rainey	Greensburg
370	370	Ellen No. 98	W. J. Rainey	Greensburg
370	370	Ellen No. 99	W. J. Rainey	Greensburg
370	370	Ellen No. 100	W. J. Rainey	Greensburg
370	370	Ellen No. 101	W. J. Rainey	Greensburg
370	370	Ellen No. 102	W. J. Rainey	Greensburg
370	370	Ellen No. 103	W. J. Rainey	Greensburg
370	370	Ellen No. 104	W. J. Rainey	Greensburg
370	370	Ellen No. 105	W. J. Rainey	Greensburg
370	370	Ellen No. 106	W. J. Rainey	Greensburg
370	370	Ellen No. 107	W. J. Rainey	Greensburg
370	370	Ellen No. 108	W. J. Rainey	Greensburg
370	370	Ellen No. 109	W. J. Rainey	Greensburg
370	370	Ellen No. 110	W. J. Rainey	Greensburg
370	370	Ellen No. 111	W. J. Rainey	Greensburg
370	370	Ellen No. 112	W. J. Rainey	Greensburg
370	370	Ellen No. 113	W. J. Rainey	Greensburg
370	370	Ellen No. 114	W. J. Rainey	Greensburg
370	370	Ellen No. 115	W. J. Rainey	Greensburg
370	370	Ellen No. 116	W. J. Rainey	Greensburg
370	370	Ellen No. 117	W. J. Rainey	Greensburg
370	370	Ellen No. 118	W. J. Rainey	Greensburg
370	370	Ellen No. 119	W. J. Rainey	Greensburg
370	370	Ellen No. 120	W. J. Rainey	Greensburg
370	370	Ellen No. 121	W. J. Rainey	Greensburg
370	370	Ellen No. 122	W. J. Rainey	Greensburg
370	370	Ellen No. 123	W. J. Rainey	Greensburg
370	370	Ellen No. 124	W. J. Rainey	Greensburg
370	370	Ellen No. 125	W. J. Rainey	Greensburg
370	370	Ellen No. 126	W. J. Rainey	Greensburg
370	370	Ellen No. 127	W. J. Rainey	Greensburg
370	370	Ellen No. 128	W. J. Rainey	Greensburg
370	370	Ellen No. 129	W. J. Rainey	Greensburg
370	370	Ellen No. 130	W. J. Rainey	Greensburg
370	370	Ellen No. 131	W. J. Rainey	Greensburg
370	370	Ellen No. 132	W. J. Rainey	Greensburg
370	370	Ellen No. 133	W. J. Rainey	Greensburg
370	370	Ellen No. 134	W. J. Rainey	Greensburg
370	370	Ellen No. 135	W. J. Rainey	Greensburg
370	370	Ellen No. 136	W. J. Rainey	Greensburg
370	370	Ellen No. 137	W. J. Rainey	Greensburg
370	370	Ellen No. 138	W. J. Rainey	Greensburg
370	370	Ellen No. 139	W. J. Rainey	Greensburg
370	370	Ellen No. 140	W. J. Rainey	Greensburg
370	370	Ellen No. 141	W. J. Rainey	Greensburg
370	370	Ellen No. 142	W. J. Rainey	Greensburg
370	370	Ellen No. 143	W. J. Rainey	Greensburg
370	370	Ellen No. 144	W. J. Rainey	Greensburg
370	370	Ellen No. 145	W. J. Rainey	Greensburg</



\_\_\_\_\_





He will be located here for a few days.  
His headquarters are at the Maccabee  
building.

**Secures Position**  
J W Dodson has secured a position as mine superintendent for the Poplar Grove Coal company.

and Dorothy E. Kender of Saint Paul; Harry Roy Murphy and Elizabeth May Cowie of Uniontown were granted marriage licenses in Cumberland yesterday.

a daughter of the late Joseph and  
 Louisa Bute of Frank in township  
 and a sister of J. P. Bute of Connells-  
 ville and C. L. V. Bute of Uniontown.  
 For some time after his father's death

and no sufficient money to do  
out the proceeds during the 12  
last month with the husband she  
testified deserted her January 18 1906

Swearingen refused to grant a divorce. He said he felt nearly heartbroken when he learned that Mrs. Annie Breznick of Gate City had married the cottage state Senator Steve Breznick of Naomi in new Hampshire this morning for treatment.

Swearingen refused to grant a divorce. He said he felt nearly heartbroken when he learned that Mrs. Annie Breznick of Gate City had married the cottage state legislator. He said this morning for treatment.

ELK LICK, PA.





## THE SHORTAGE OF MOTIVE POWER IS CAUSE BLOCKADE

International Situation Used By the Railroads as a Defense.

### CURTAINMENT IN EXPORTS

Not Alone Sufficient to Bring About the Congestion Which Now Prevails in Both East and West; Trouble Begun Before Submarine Order Issued.

In current discussions of the present railroad blockade altogether too much prominence is being given to the curtailment in exports, only temporary, we hope and believe, occasioned by the German declaration of unrestricted submarine warfare, beginning February 1st, says The American Metal Market.

Call it human nature or psychology or what you like, there is a natural tendency to exaggerate this influence. The railroads would hardly do otherwise, when they are on the defensive, moved to make explanations, than to play this point for all it is worth. As to the newspaper writers, we all know what they are like. It makes a good story that the railroads are blocked by reason of an international development in which everybody is already intensely interested. It makes a much better story if the cause can be assigned. The railroads are blocked, perhaps the reader might doubt the statement, but explain that it is all Germany's fault and everybody accepts the story because everybody knows what Germany has done.

Let us consider the matter quantitatively. One cannot be precise but one can be accurate enough for the purpose. There are about 2,600,000 freight cars in service in the country and their average capacity is about 40 net tons. These are matters of statistical record, making about 106,000,000 net tons capacity. Usually the cars are not loaded to capacity but when it is movement for export it is rarely that they are not.

Now as to the curtailment in exports. Last year's iron and steel exports, including machinery and various iron and steel products, we have already estimated at not to exceed 8,000,000 gross tons, which would be 172,000 net tons a week. It is probably quite close to estimate that the exports of all iron and steel, machinery and metals, i. e., all metals and products thereof, were about 200,000 net tons a week. They were not all, by any means, from the Atlantic seaboard, and all these from the Atlantic seaboard were not destined for the submarine area. There have been, and are, heavy exports from Pacific ports. All the exports even to England, France and the Mediterranean are not shut off. Iron and steel and the metals have constituted quite a large part of the total exports. When these hints are available, it would be preposterous to estimate that the total volume of exports held back in the first fortnight of February, all merchandise, amounted to as much as one million net tons, but even that, if it all remained loaded in freight cars, would tie up only 1% of the freight car capacity of 106,000,000 tons. A million tons of freight held back would be equivalent to 100 cargoes of 10,000 tons, or 200 cargoes of 5,000 tons. Everybody knows that no such number of sailings has been canceled or postponed.

Furthermore it is no strain on the memory to recall that prior to February 1st it was well known that there was serious congestion at and near eastern terminals on account of export merchandise for which there was not sufficient vessel capacity. We recall estimates going the rounds that there was 3,000,000 to 4,000,000 tons of iron and steel awaiting shipment. The reports were not credible, but they were going the rounds.

This railroad blockade is due to a shortage of motive power. All other influences are insignificant in comparison. There was not enough motive power last fall, in mild weather. Through constant hard service the locomotives are in much worse shape now, whereas in winter they need to be in better shape to perform an equal amount of service. It does not necessarily follow, of course, that when the blockade has been caused by insufficient motive power a sufficiency of motive power would be the only requisite for untangling the situation.

### SELLING OLD SLACK

Piles 25 or 30 Years Old Being Readily Marketed in Indiana.

Large slack piles 25 to 30 years old in the Indiana block-coal fields are now being sold at a profit. This slack accumulated in former years when there was no market for screenings and was dumped in huge piles on the surface. It is now being loaded into cars as rapidly as possible and sold to industrial plants for steam coal.

The country around Brazil is dotted with these slack piles. In some instances they have caught fire and have burned slowly for many years. When released this slack is sold at \$1 per ton. Many farmers are glad to have the slack removed from their land and are receiving a royalty of 5c per ton.

Drill Hole for Electric Wires. In order to provide a direct means of distributing electric power to the mine workings a bore hole is being drilled from Patton's stone quarry on Brownsville hill to the interior of the old People's mine, recently taken over by the Diamond Coal Company.

By-Product Dividends. The New England Coal & Coke Company, the only producer of by-product in New England, has declared a dividend of 10 per cent.

## CAR SHORTAGE WORSE NEXT YEAR

In the Opinion of a Western Coal Operator Who Has Given Close Study to the Situation.

The worst car shortage in the history of the country is the prediction for 1917-1918 made by a prominent coal man in close touch with Illinois and Indiana operating conditions says The Coal Trade Journal. Statistics recently compiled covering the operation of the principal mines in the northern Indiana field show that full car supply the last six months of the calendar year of 1916 would have increased the output for the nine months ending December 31st over 20 per cent.

"I am of the opinion that the car situation for 1917-1918," states this coal man, "will be the worst in the history of the country. In the spring of 1916, the car situation in Illinois and Indiana was fairly easy, although there was possibly a slight shortage in the East throughout the spring and summer. In Indiana and Illinois, however, the car shortage did not appear until August, and in fact, was not acute in any sense of the word until October.

"Nevertheless, a careful analysis of the situation during October, November and December, 1916, and January, 1917, shows that the car shortage, as far as Indiana mines are concerned, was not as acute as it has been for short periods during some of our previous years. The mines in the northern field were able to get out some very good tonnages during the last quarter of 1916, and January, 1917, figures were in excess of the preceding December. With this in mind, and in view of the fact that the consumption of coal is keeping abreast with the production even though the production is abnormally great, I am of the opinion that the demand for open-top cars will be sufficiently great through the spring and summer that we will have the unusual experience of an actual car shortage in those months."

This analyst also stresses a point that has been brought forward by railroad officials in private discussions of the situation—namely, the call for open-top equipment by industries other than coal. "Some industries," he remarks, "producing rough commodities like stone, gravel and lumber, have been denied cars to some extent during the past few months and necessarily, with the increased demand for such commodities with the opening of spring weather, it will be imperative that the railroads divert some cars that are now engaged in the coal traffic to the industries mentioned. Furthermore, the railroads themselves will take for work trains and construction service a great number of cars which they have been able to turn into coal traffic during the winter months. These factors, together with the abnormal consumption, to my mind, will fully utilize all available cars during the spring and summer and we will go into the fall and winter facing one of the most severe car shortages that the country has ever had."

### OPERATOR LIABLE

For Injuries to a Driver by a Violent or Kicking Mule.

A case was recently decided by the Pennsylvania Supreme Court in which a mine employee engaged in driving a mule was injured through jumping from a car and alighting on sills lying along the side of the track, when the mule began to kick. The court held that the driver is entitled to recover damages from his employer if the mule was vicious to the employer's knowledge, and if the employee was not warned of the danger of the animal kicking, and acted with reasonable prudence in jumping, considering all the surrounding circumstances.

The employing operator cannot escape liability on the theory that the presence of the sills lying beside the track was the direct cause of the accident and due to negligence of a certified mine foreman, for which the operator would not be responsible.

### MINERS LEAVING

Car Shortage is Causing Many Workers to Quit the Somerset Field.

That hundreds of coal miners are being driven out of Somerset county because of the car shortage is the complaint of coal operators in that region. The shortage is growing more serious each day, it is claimed, last week being the worst since the shortage began.

"Mines which are usually given a rating of 35 cars per day, are receiving 35 cars per week," declared one operator.

The mines hampered by the car shortage, can be operated only a few days each week. Most of the miners have large families and are unable to keep them on the money they are making in Somerset. Because of this they are forced to go elsewhere in search of labor.

### WINS AGAIN.

Wheeling, Ohio & Eastern R. R. Gains Another Right of Way Decision.

Another decision favoring the Wheeling, Ohio & Eastern Railroad Company in its suits against the Wheeling Coal Railroad for right of way from Wheeling to Greene county was handed down in the Circuit Court at Wheeling on Tuesday by Judge H. C. Hervey.

This opinion confirms a former ruling of the court in this case on which a rehearing was granted.

Buy More Coal Acreage.

The Standard-Grahaming Coal Company of Boswell, Somerset county, has acquired 1,300 acres of coal land near Thomas' mine, formerly owned by Herman Thomas.

## Coal Freight Rates

TO EASTERN PORTS. ORIGINATING DISTRICT.

Rate per Gross Ton of 2,240 lbs.	Pittsburg	Wheeling	Greene	Labadie
Destination				
Baltimore, Md.	\$2.00	\$1.85	\$1.70	\$1.60
Chester, Pa.	2.00	1.85	1.70	1.60
Harrisburg, Pa.	1.70	1.55	1.40	1.30
Johnstown, Pa.	1.50	1.35	1.20	1.10
Lebanon, Pa.	1.50	1.35	1.20	1.10
New York, 5th St.	2.25	2.10	1.95	1.85
New York, Brooklyn	2.25	2.10	1.95	1.85
Philadelphia, Pa.	2.00	1.85	1.70	1.60
Spartanburg, S. C.	2.00	1.85	1.70	1.60
Stettin, Pa.	1.75	1.60	1.45	1.35
South Bethlehem, Pa.	2.10	1.95	1.80	1.70
Syracuse, N. Y.	2.15	2.00	1.85	1.75

TO ATLANTIC PORTS via P. & E. R.

Rate per Gross Ton of 2,240 lbs.	Pittsburg	Wheeling	Greene	Labadie
Destination				
Greenwich, Pa.	1.75	1.60	1.45	1.35
Greenwich, N. Y.	1.85	1.70	1.55	1.45
So. Amboy, N. J.	1.85	1.70	1.55	1.45
Harrisburg, N. J.	2.00	1.85	1.70	1.60
Greenville, N. C.	2.00	1.85	1.70	1.60
Canton, Baltimore, Md.	1.75	1.60	1.45	1.35
Canton, Md., for Export	1.75	1.60	1.45	1.35
To ATLANTIC PORTS via B. & O.				
St. George, N. Y.	2.25	2.10	1.95	1.85
St. George, N. Y., for Export	2.25	2.10	1.95	1.85
Philadelphia, Pa.	1.75	1.60	1.45	1.35
Philadelphia, Pa., for Export	1.75	1.60	1.45	1.35
Chas. Bay, Md., for Export	1.75	1.60	1.45	1.35
Curtis Bay, Md., for Export	1.75	1.60	1.45	1.35

"The rate from the Fairmont District to Johnstown is 75c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania Railroad south of Eufaulde; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad. The Fairmont District includes points on the Baltimore & Ohio Railroad to shipments from points east of Sutersville, Pa.; from points on the Smithfield & Masontown Branch and from the Fairmont Division of West Virginia.

TO WESTERN PORTS. ORIGINATING DISTRICT.

Rate per Net Ton of 2,000 lbs.	Pittsburg	Connellsville	Fairmont
Destination			
Canton, O.	\$0.95	\$1.10	\$1.05
Chicago, Ill.	1.00	1.15	1.10
Cleveland, O.	1.10	1.25	1.20
Columbus, O.	1.00	1.15	1.10
Detroit, Mich.	1.40	1.55	1.50
Indianapolis, Ind.	1.20	1.35	1.30
Toledo, O.	1.25	1.40	1.35
Toungstown, O.	1.00	1.15	1.10
Lake Ports	75	90	85

The Pittsburgh District includes points east as far as Labadie and south on the Southwest Branch to and including Eufaulde; south to and including Brownsville and Bruceton on the Pittsburgh, Virginia & Charleston Railroad; eastward to Dawson on the Baltimore & Ohio Railroad, and eastward to Dickerson Run and southward to and including Greenville on the New York Central line. The Connellsville District includes points on the Southwest Branch of the Pennsylvania Railroad south of Eufaulde; on the Pittsburgh, Virginia & Charleston Railroad except Bruceton and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

## U. S. LEADS WORLD IN THE PRODUCTION COAL OF ALL KINDS

Furnishes 38% of the Total Output of All Coal Producing Nations.

TONNAGE WAS 608,000,000

Our Available Supply Estimated at 3,358,500,000 Tons, or Nearly One-Half That of the Entire World; \$100,000,000 of Fuel Exported 1916.

Of the 1,500,000,000 tons of coal produced in the world in the latest normal years practically 38 per cent is the product of the United States, 21 per cent that of Great Britain, 20 per cent Germany, while Austria-Hungary, France, Russia, Italy, Belgium and Japan in combination produce another 12 per cent of the world's total. The United States produced in 1913, the year immediately preceding the war, 570,000,000 short tons, Great Britain 323,000,000, Germany 306,000,000, Austria-Hungary 60,000,000, France 45,000,000, Russia 37,000,000, Belgium 25,000,000, Japan 24,000,000, India 22,000,000, China 20,000,000, Australia 15,000,000. The production in the United States in 1914 was 513,000,000 tons, 1915 517,000,000 tons and for 1916 is estimated by the Coal Trade Journal at 608,000,000 tons, making for 1916 the largest output in the history of coal mining in the United States.

Great Britain has been for many years the world's largest exporter of coal. Her ships, going to every part of the world to obtain food and raw material for domestic requirements, can carry coal at low rates, and her mines, located near the water's edge, render exportation convenient and cost of land transportation small. Germany ranked next to Great Britain as an exporter, and for reasons somewhat similar, though her exportation was but about one-third that of Great Britain. German export facilities have been of course, since the war entirely suspended, while Great Britain's exports, which were in normal years about 75,000,000 tons per annum, dropped to 60,000,000 tons in 1914, 43,000,000 in 1915 and 38,000,000 in 1916. Japan, whose coal output is comparatively small, approximately 20,000,000 tons a year, supplies a very considerable proportion of her output to steamships requiring coal in that section of the world.

The principal coal importing countries in normal years are Italy, Spain, France, Netherlands, Russia, Austria-Hungary, Argentina, Brazil, Chile and Peru, and they were formerly chiefly supplied by Great Britain and Germany. The value of the coal entering international trade in the period immediately preceding the war was practically \$500,000,000 per annum, including that supplied for bunker purposes to vessels engaged in international trade.

The United States is not only the world's largest producer of coal, but has by far the largest supplies available for future use. Estimates by competent authorities put the available coal supply of the United States at 3,358,500,000 tons out of a world total estimated by the executive committee of the Twelfth International Congress of Geology at 7,297,533,000 tons, which indicates that our own coal supply is nearly one-half that of the entire world. China ranks next to the United States in available supply, estimated at 1,500,000,000 tons. Great Britain 180,000,000, Germany 164,000,000, Canada 130,000,000, Japan 50,000,000, Austria-Hungary 30,000,000, France 25,000,000, Belgium 20,000,000.

The United States made in 1916 its highest record in coal exportation, the total value of coal and coke exported, including that supplied to vessels engaged in round terms \$100,000,000. The quantity sent to foreign countries was 20,000,000 tons valued at \$70,000,000, and that for use of vessels engaged in foreign trade over 8,000,000 tons valued approximately \$26,000,000. The coke exported amounted to about

\$4,000,000 in value. Of the 23,000,000 tons of coal exported about 4,000,000 was anthracite and the remainder bituminous. Nearly all the anthracite coal went to Canada, as did also about two-thirds of the bituminous. Practically all of that supplied to vessels was bituminous. The Italy exports of the year were 1,700,000 tons, to Cuba about 1,250,000 tons, to Argentina nearly 1,000,000 tons and to Brazil about 800,000 tons. The quantity exported to Argentina in 1916 was about four times as great as in 1914. The average price at which coal was exported in 1916 was, bituminous, \$2.31 a ton; anthracite, \$5.34 a ton.

## GOVERNMENT MINE CONTROL

Regulations Adopted by the British Government Are Proving Rather Burdensome to Operators.

What British coal mine operators think of the government's plan of controlling the mining industry, which has been extended to include all mines in the British domain, is set forth in a recent issue of the London Iron and Coal Trades Review.

"The delay of the government in making public particulars of the projected scheme for the control of the coal industry," says this publication, "appears to be interfering with business to a very considerable extent, for beyond some vague unofficial assurances that existing conditions and methods of administration are to be preserved as far as possible, no definite data upon which to base their commercial operations. It is impossible in the present circumstances, for instance, to enter upon forward contracts with any reasonable certainty as to whether they are likely to prove profitable or otherwise."

"Under existing conditions, indeed, there is little latitude as regards prices. All inland sales are controlled by the Limitation Act, and that the Board of Trade is keeping a watchful eye upon its observance is indicated by the receipt of a message on the London Coal Exchange from the department advising buyers not to pay the advance notified in a new Derbyshire colliery list just issued, until the matter has been investigated."

"Then in the export trade competition has been practically forbidden, while prices for supplies to France and Italy are also regulated by the government, and since business with neutrals has now been cut down to very small proportions there is not much opportunity of making extravagant profits in those markets."

"In the meantime the industry in South Wales is in a state of chaos as a result of the advance in wages. Some of the pits are losing money. Who is to bear the loss—the government or the owners? We understand that certain collieries which proposed to close down following the uncertain positions created by government control and in view of their losses, have received definite instructions to 'carry on.' This means, if it means anything at all, a definite undertaking to meet the deficiency; but the position is most unsatisfactory to all concerned."

## BOOST FREIGHT RATES

Interstate Commerce Commission Approves Higher Steel Tariffs.

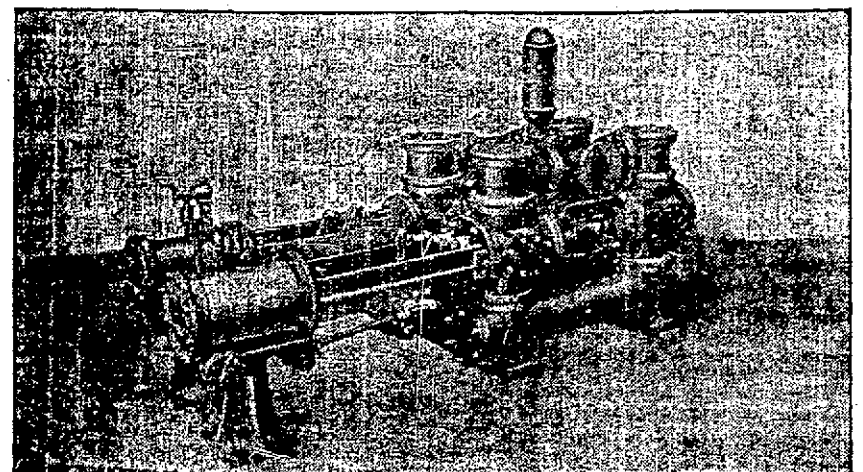
WASHINGTON, Feb. 27.—Increased freight rates on iron and steel from Chicago, Pittsburg and other points in the East to Pacific Coast terminals for export were authorized today by the Interstate Commerce Commission. The increases authorized are from 30 cents, the present rate, to 40 cents from Chicago and from 42 to 45 from Pittsburg. The rates will be effective April 2 and apply to shipments destined for Japan, Chicago and Manila.

With the authorization of these increases the rates on iron and steel from producing points to the Orient by way of Pacific ports will be approximately 12 cents higher per 100 pounds than the rates by way of New York.

# The Connellsville Manufacturing & Mine Supply Company

CONNELLSVILLE, PA.

Sole Manufacturers of the Lepley Patents and Designs, Covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture.

- Pumps**
- Engines**
- Fans**
- Air Compressors**
- Steel Hoisting Cages**

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction. We are also prepared to accurately duplicate promptly any part of any of our machines. Your inquiries will receive prompt and satisfactory attention.

## The Connellsville Coke Trade

is reviewed carefully each week as to production and prices, and any other notable features by the organ of the coke trade for nearly 40 years. Subscribe now. It's a trifle—only \$1.00 a year, payable in advance.

Address: The Courier Company Connellsville, Pa.

## HOMER L. BURCHINAL

Civil, Mining and Municipal Engineering.  
627 1st Nat'l Bank Bldg. Uniontown, Pa.  
SPECIALTIES:—Construction of Coal and Coke Plants; Development of and Reports on Coal Properties; Highway Construction and Municipal Improvements.  
Engineers for 25 independent coal and coke companies in Fayette and Westmoreland Counties, Pa., and Monongalia County, W. Va.  
Bell Phone 385. Tri-State Phone 955.

## PATENTS

United States and Foreign Trade Marks, Copyrights.  
W. G. DOOLITTLE, PATENT ATTORNEY, Park Bldg., Pittsburg, Pa.

## FOR SALE

Stewart timber lands: 1,063 acres, situated on Dunbar creek, Wharton and Stewart townships, Fayette county Pa., timber consists of Oak, Chestnut, Poplar, Locust, Wild Cherry, etc. Address J. G. CARROLL, Abt'y., Uniontown, Penna.

## Coal in North Manchuria.

The Chinese have discovered a great bed of coal lying in an easterly direction from Harbin in the Hutou Shan (Tiger Head) Mountains. The thickness of the vein, according to the Chinese, is about 20 ft (233 feet). A Russian mining engineer has been employed to make a thorough survey of the coal bed.

## Pays All Claims.

The final payment to creditors of the Dakota Coal Company of West Va. has been ordered. When declared bankrupt last June the company had an indebtedness of \$280,000.

WM. GLYDE WILKINS, C. E. WILBER M. JUDD, C. E.  
JOS. M. HUNTZ, Arch't.  
**The W. G. Wilkins Co.** CIVIL AND MINING ENGINEERS.  
Rooms 902 to 913 Westinghouse Building, Pittsburg, Pa.  
**SPECIALTIES:—COAL AND COKE PLANTS**  
The following is a partial list of Coal Plants for which the W. G. Wilkins Co. have been the Engineers:  
Ovens  
Hecla Coke Company, Plants 2 and 3, 800  
Olive & Snyder Steel Co., Plants 1, 2 and 3, 1,103  
Austin Coal & Coke Co., Plants 2 and 3, 424  
Colonial Coke Company, Smelt, 100  
U. S. Coal & Coke Co., Plants 1, 2 and 3, 850  
Cascade Coal & Coke Co., Tyler and Sykesville Wks., 600  
H. C. Frick Coke Co., Yorkton, Shant and Hitter, 1,000  
Struthers Coal & Coke Co., Fairbank Works, 160

L. C. Meekling E. L. Zearly, M. A. S. Sec. C. E.  
**Fayette Engineering Company**  
Civil, Mining and Consulting Engineers.  
Mine and land surveys, plans, estimates and superintendence of construction of complete coal and coke plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties. Valuations.  
**SPECIALTIES: COAL AND COKE PLANTS.**  
ELECTRIC BLUE PRINT DEPARTMENT.  
601-2 First National Bank Bldg. Bell and Tri-State Phones 245 UNIONTOWN, PA.